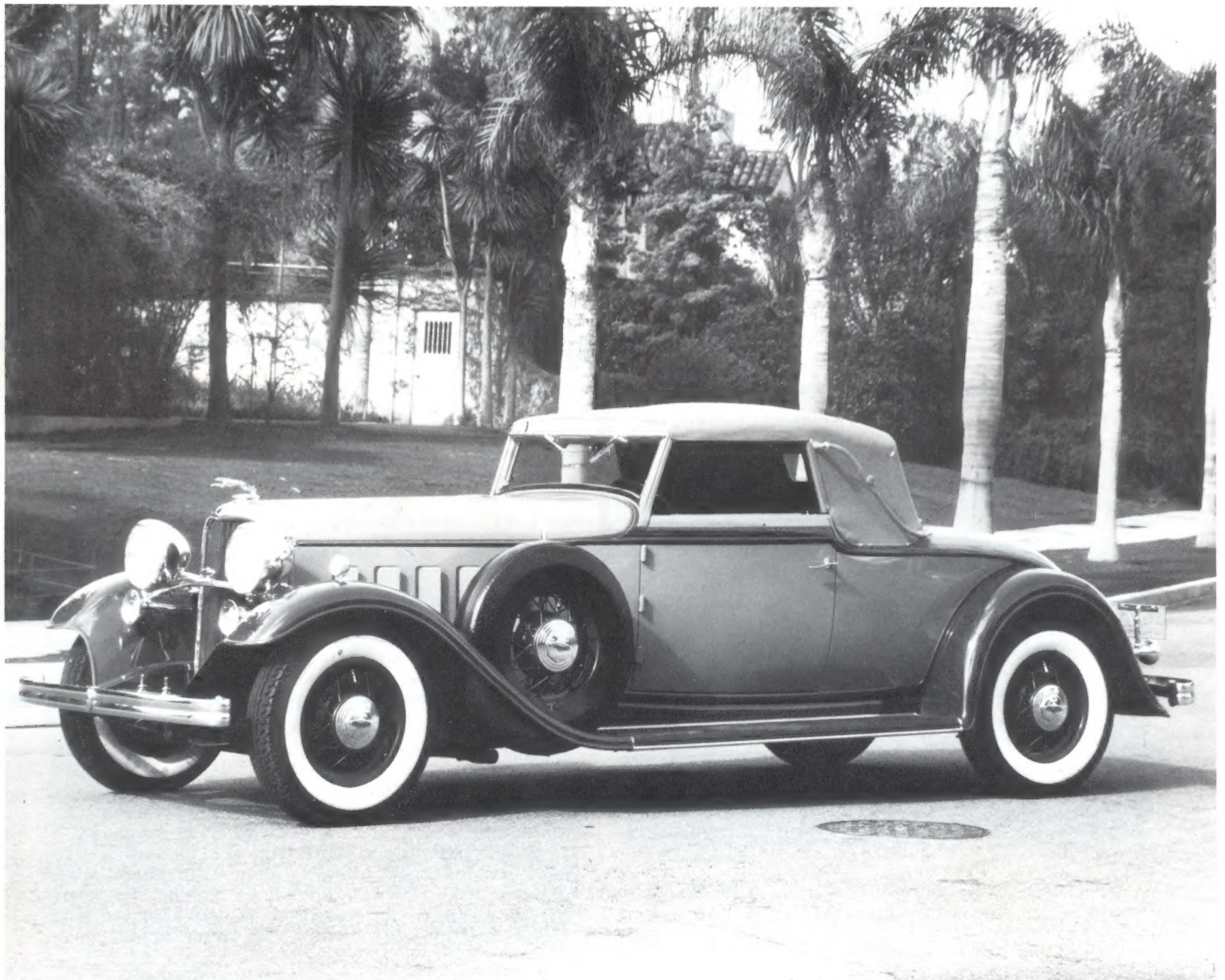


The FORK *and* BLADE

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

JANUARY-FEBRUARY 1976

VOLUME 15 NUMBER 1



FACTORY PHOTOGRAPH OF A 1932 KB LeBARON CONVERTIBLE-ROADSTER

The Fork And Blade

The Fork And Blade is the official publication of the Lincoln Owners' Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The articles and opinions published do not necessarily represent the opinions of the general membership, the club officers, or the editors. Every attempt is made to publish only accurate and beneficial information to club members. However, no responsibility is assumed by the editors or the club for any damages incurred or losses sustained as a result of this information.

CONSTITUTION OF THE LINCOLN OWNERS CLUB, INC.

Section 1.-Name and Purpose.

The name of the club which is a non-profit membership corporation chartered in the state of Connecticut, shall be Lincoln Owners Club, Inc. The purpose for which the club is founded is to further the restoration and preservation on Lincoln motor cars produced by Leland and by Ford up through 1940 with the exception of the Zephyr and the Lincoln Continental, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

Section 2.-Members.

The sole requirement for membership is a demonstrable interest in Lincoln automobiles including Leland Lincolns, L series, K series, KB series, and KA series, and membership is open to any person with such an interest.

Officers will be elected by the membership by plurality vote at the annual meeting which will take place during the month of March. Officers will consist of president, vice-president, secretary and treasurer, all to serve for one year and until their successors have been elected.

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BYLAWS

1. The principal office of this club shall be maintained at the office of the president.

2. The president shall have custody of the club seal.

3. The officers of the club must approve all applications for membership in this club.

4. Charter members shall be the first twenty-five members who join the club. Fee \$25.00.

5. Dues for active members shall be \$6.00 per year.

6. Dues will be charged for the fiscal

year beginning February 1st.

7. The annual meeting of the club shall be held during the month of March. Written notice will be sent to all members not less than fourteen nor more than thirty days, before such meeting. A quorum will consist of those members attending the annual meeting. Any member desiring to introduce a subject for discussion at an annual meeting should submit the subject in writing to the club president at least ten days prior to the meeting.

8. These bylaws may be amended at any annual meeting by majority vote of the members present.

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Just Between Us

I would like to take this opportunity to thank all of you for your vote of confidence in electing me as your new editor. It is a worthwhile task and one I am honored to undertake.

From the notes several of you have put on your 1976 membership applications, you have been pleased with the efforts of Sally and appreciate the publication she was producing. I agree, and therefore, do not foresee any drastic changes. That is not to say I will resist any reasonable suggestions for improvement.

With this issue we have used up the reserve of articles and photographs, so again a call is extended for your help. Do you have a technical tip, a technical article, a cover car story with B/W photos? If so, we need your help - NOW!



1932 KB, Willoughby, Model 245.

As for me, if your curious, I have been interested in funny old cars since high school. At present my most photogenic Lincoln is a 1932, KB, Willoughby, 7-Passenger Limousine, model 245. My interest in Lincolns is inherited from my father who was involved in a Ford-Lincoln dealership in California untill WW II.

Refinishing Interior Wood

By Sally Ann Quick, Asst. Editor

As interior wood trim is easily removed for refinishing in the house or basement, the drier winter months are a good time for this work. This article assumes the wood needs total refinishing.

1. Carefully remove all the wood moldings from the car. Make notes on the location of shims as you go. Any pieces that could be interchangeable from one window to the next should be marked on the back side so that they will be replaced in their original location. In your notes mention the location of any different length screws. Incidentally, stainless steel oval head wood screws and countersunk finishing washers are available at your local fastener supplier, so if any are missing, why not replace them all? Place the door lock knobs, escutcheon tubes, screws, washers, shims, and misc. in a bag and place in a very very safe place.

2. After reading this article through, take one of the better door window sill plates to the finish supplier of your choice and find a matching stain. Be sure that the stain, sanding sealer, and finish that you buy are compatible.

3. Remove all the old finish by flowing on a coat of paint remover. Let it stand a half hour and repeat, and repeat, until you are pushing the old finish around with your applicator. It is best to get all the old finish on the first series, as later tries will start penetrating the wood. Scrape off the old finish, being careful not to gouge the wood. Wipe dry with a paper towel and clean with laquer thinner, especially in the corners, or the new finish may react to the stripper. Do not take any wood to one of those professional strippers, as their solutions are too strong and will warp window trim.

4. Check veneer. Loose veneer is reglued with Elmer's or furniture glue. If you can get a small syringe with a #18 gauge needle, you can get the glue all the way under the loose areas. Block and clamp the veneer while it dries. Don't get any glue on the seen parts of the wood, as it will seal and prevent future stain from staining. Missing veneer or torn veneer presents problems enough for another article! Albert Constantine, 2050 East Chester Road, Brony, N.Y. 10461, has been recommended as a source of veneer and burl veneer. High

school shop teachers might be of help in re-veneering, but I know a major restoration shop like Hibernia can get anything in wood repaired or remade but quality service isn't cheap.

5. Water and other unsightly stains can be removed by bleaching with hot oxalic acid. The oxalic acid crystals are available in hardware stores. Follow the directions on the box. Do not mix the acid crystals in anything but a Pyrex or Corningware container. "Spot" bleaching is not recommended. It is better to bleach an entire piece of wood and then stain it back to match the balance of the wood trim. I might add that neat Chlorex works on some stains.

6. Dryrot, if it isn't past the surface checking stage, can be treated with a penta product like Bloxrot-R. Drying time is 48 hours. If the rot is bad and you do not want to have a new piece of trim made, I have done the following: Treat the entire piece with Git-Rot (mfg. by Boat-Live Products) filling cavities with sanding dust and Git-Rot. This is done after staining, which should be light, as soft wood really soaks up stain. Try diluting the stain for better color control. Entire jagged ends of window trim were built back with sandings and Git-Rot. If Git-Rot is not available, I suppose a penta treatment followed up with epoxy and sandings would work.

7. Sanding is now necessary, especially after bleaching which raises the grain of the wood. Use a 180 garnet paper or Sears 180 White Silicon Carbide paper (which is excellent). Sand over a clean sheet of newspaper, saving the sandings. Care should be taken not to round off any detail edges.

8. Chips or deep imperfections which would not sand out can possibly be lifted out by steam. Wipe the wood with a dripping wet rag; then put a damp cloth on top of the wood and run over it with an iron. This process can be repeated, but it will probably reach the limit of results after the third try. Be careful, as this process could lift veneer. Another way to fill deep imperfections is with colored wood filler or sanding dust mixed with finish (finish refers to the clear top coats like varnish) to a putty consistency. As this does not really look perfect, use it only as a last resort.

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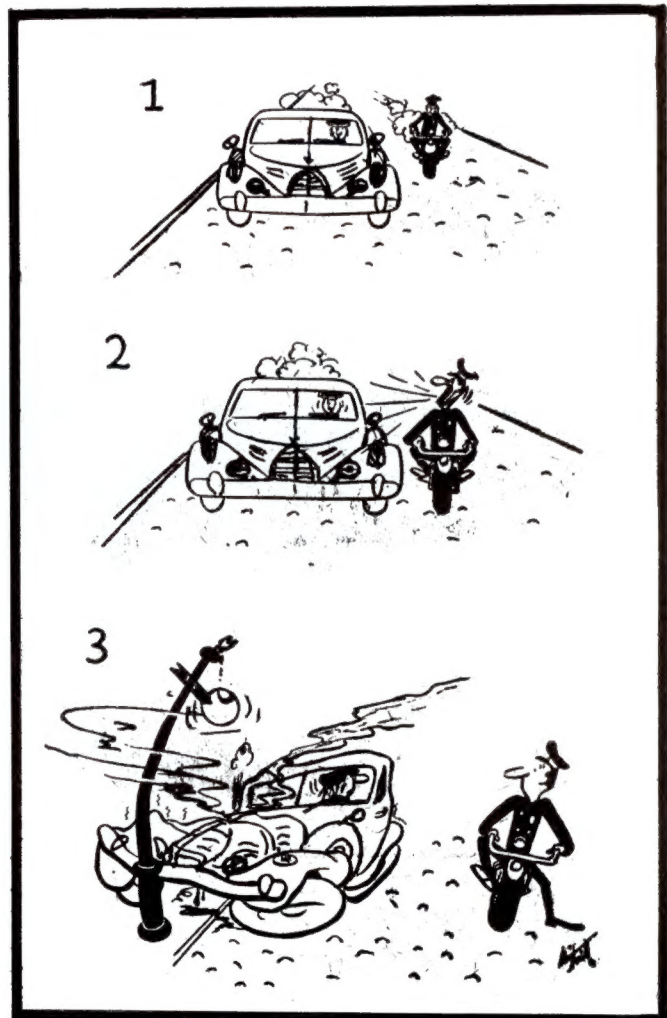
A better, and thus more costly procedure is to get your first full finish coat on and then take the pieces in need to your local furniture refinisher for filling with a "laquer stick". If you do go to a refinisher, be sure to take along a sample can of stain, sealer, and finish. Shallow imperfections will be filled during the finishing process. If you have steamed out any imperfections, resand as in step #7 and go to step #9.

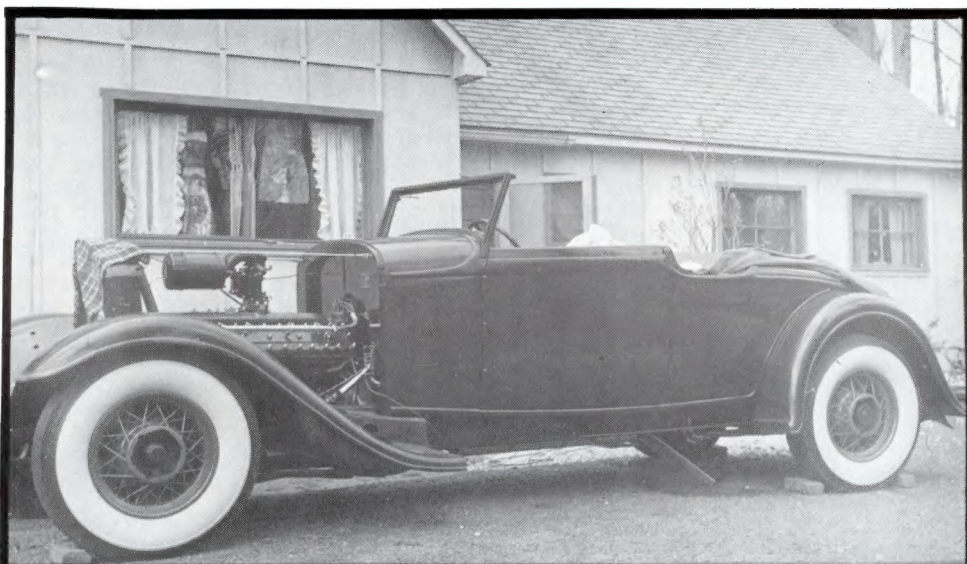
9. Bleaching will have removed sufficient stain so that restaining is now needed. I prefer penetrating oil stains, as they do not contain as much paint-type pigment that will mask the grain, and also the amount of penetration is easier to control than with water-based stains. Minwax stains are advertised to penetrate, stain, and seal all in one operation. I have used them successfully. Stained wood will look darker wet, then dry lighter, then darken again when the finish is applied. After the stain dries, seal all over, if you did not use a sealing type of stain. Sand lightly with 220 paper, again saving the dust if you need it.

#10. The finishing materials can be purchased at a paint store, hardware supply store, marine supply, or craft and hobby store. Whichever store you choose, be sure to buy marine spar type finish which has an ultra-violet light screen built in to protect the window trim from those rays which cause dulling and crazing. Steelcote's Epolux-500 clear one part marine finish has given me excellent service for three years. Whatever you choose, follow the label directions. Buy a good brush recommended for decoupage and a tack rag, keeping the latter in a sealed jar.

#11. Finishing. The temperature should be 70° or above, the area free from dust and furnace drafts, and there should be adequate space to lay everything out. Ventilation should also be considered. Get a bunch of beverage cans, baby food jars, or what have you to support the wood trim off of the work surface. Lay out all the pieces, face down. Do not shake the can of finish or stir it in such a way as to get lots of air bubbles in it. Tack wipe the wood and put one coat of finish on the back side only. Let dry for 24 hours and arrange the wood face up. Tack wipe and flow on a coat, brushing with the grain. Start with the wood furthest away from you, for if you do the closest ones first, you risk knocking them over reaching for the back ones. I am the voice of experience! When you have finished, wrap the still wet-with-finish bristles with aluminum foil and put it in the freezer. Come back in a couple of hours and check for low spots because of dents etc. A drop of finish can be put on them with a paper match. This can be repeated throughout the finishing until the lows are up to level.

Twenty-four hours after the first coat, check it over. Runs, sags, and spots that dried wrinkled indicate too much finish and should be sanded down with wet #400 and a rectangular rubber eraser or something similar, as a block. Tack wipe, recoat, and allow 24 hours to dry. Sand again, if necessary, before the third coat. The third coat dries for a week and is wet sanded with #400 until flat. Be careful not to cut through the wood. If your three coats were very thin, you may need another coat before the #400 sanding will produce a flat surface without hitting wood. Assuming that the finish sands flat with no problems, set the wood up for one last perfect coat, tack wiping as you should do just before every coat. Let this coat dry well, and then sand it with #600 until it is flat. Let it dry another day, and rub it down with a soft rag and polishing compound (like DuPont's 606-S extra fine). The more pressure you apply, the deeper you cut, so as the shine comes up, ease up. Depending upon how long you polish, you will get a satin to high gloss. Let it dry as long as you would an exterior paint job before waxing.





By Joe Hordubay

We've had this car since 1961. We got it from a knowledgeable friend who was selling it and (would you believe this?) actually had to convince us that buying it would be a smart move. I can't imagine a greater favor has ever been done for us! Though there have undoubtedly been other owners, I have not been successful in tracing the car's history back any further than three previous owners - to Brooklyn and the early 1950's.

Feature Car

LeBaron

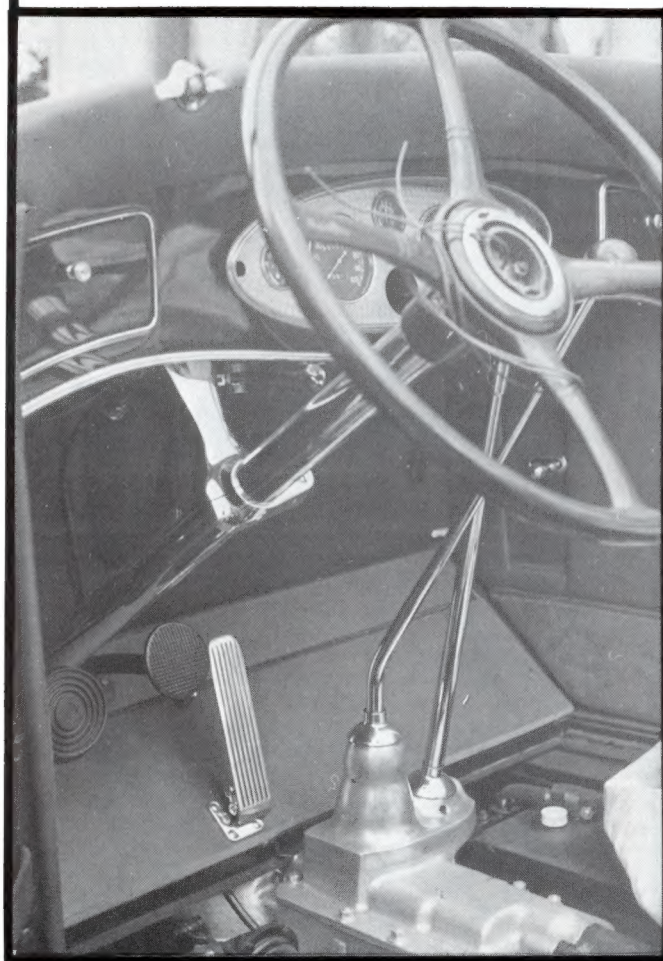
1932-KB

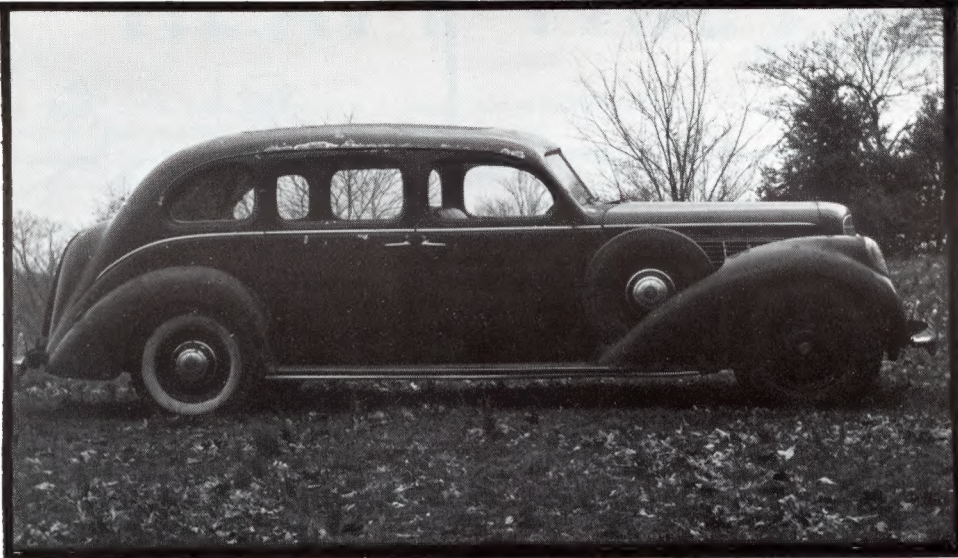
The car was delivered in Dec. of 1931 in Chicago, but the original owner remains unknown. The colors Dido & Homage Blue with black fenders and wheels. However, we

have painted it to match the LeBaron roadster illustration in the Custom Color Catalogue for 1932 (blue fenders with red wheels). To the best of my knowledge, KB # 47 is the second lowest surviving KB serial number, and one of 14 surviving 248 LeBaron Roadsters. As an early car it has some notable differences from later KB's. For example, the left side engine splash pan has an extra box section in its construction that I've seen on no other KB. The hood doors have no diamonds. The muffler is 39" long as per the chassis illustration in the owner's manual, and the frame has never been drilled to receive the standard mounts used on the 45" muffler. There are three steps leading to the rumble (as on the '31 LeBarons) instead of two as on later KB's.

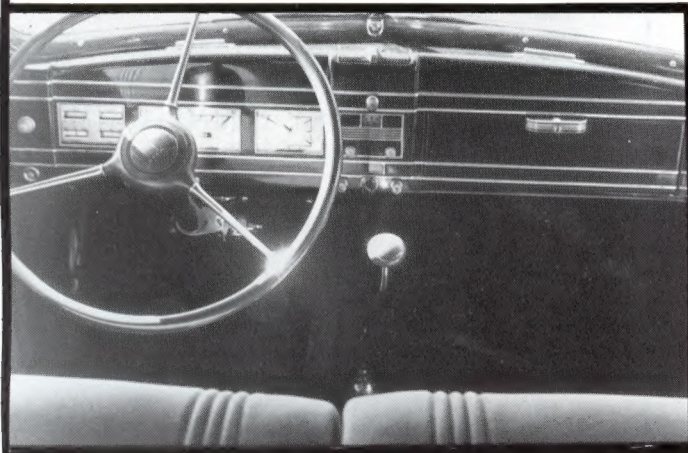
When acquired, the car was running and fairly complete, although partially disassembled. Missing items were: one top bow, package shelf, top taking wood, cowl band, glove boxes, floor boards, water pump coupling cover, control rings and levers, and the usual right engine splash pan. Fortunately, the sheet metal and wood were in excellent condition, so very little was necessary in those areas. The odometer reads 52,000, but there is no way to substantiate this as actual mileage. The engine has new rings, rod bearings, pin bushings, timing chain, and the valves have been redone. One front wheel bearing has had to be replaced.

I met Miles O'Brien in Ridgefield, Conn., in 1962, before any restoration had begun.
con't. next page





NEXT...



By Joe Hordubay

After I finish my '32 KB, LeBaron, model 248, my NEXT project will be this 1938 K, model 407B, 7-passenger Limousine. I bought this gem in 1973, and only 60 miles from home. Some service records left in the car indicated that it spent some of it's earlier life in Shaker Heights, Ohio. The car was last registered in Penn. in 1954. At that time the engine was partially disassembled to do a valve job and never found its way back together again. It is a complete car but it won't be an easy restoration.

con't. from preceding page

We talked about the car and the plans for its restoration, and I can well remember the good doctor's prophetic words as he said, "You've got a lot of work ahead of you". With most of the work completed, I now know and can fully appreciate the meaning of those words. Only someone who has been through the restoration of the conglomeration of parts in a Lincoln understands what "a lot of work" is.



Newsmakers

By K. B. Thumbfork

Henry Hunt rightly suggest we recognize Dr. J. Miles Obrien, the founder and early benefactor of our club, "spending hundreds perhaps thousands of his own dollars" getting us going. A few years ago he was listed in the roster as an honorary member. He is the only life member in the club, as at a meeting in Phil. it was decided that no more life memberships would be considered.

George Elliott Townsend feels the editor would do well to look at the FLYING LADY (the nat. pub. of the R.R. Owner's Club).* Ed. note; We will be happy to look & learn—please send me a copy A.S.A.P.

Frank Aksamit is looking for an article on wood moldings and a name where he can get burled walnut.* Ed. note; See Sallie's article in this issue, and rejoice.

Robert G. Woodard is investigating the possibility of reproducing runningboards for '33, '34, & '35 KA's & KB's. The boards would be complete, with rubber cover. Splash aprons would also be made.

Z.B. Conley, Jr. suggests a listing of all Fork & Blade volume numbers, issue numbers, with their corresponding dates. Can one of the early members help us out on this one. It does sound like a good article.

Ms. Jo Meyer says to be sure and let you all know that your 1976 membership dues will be delinquent after March 1st.

Mort Feldman announces CLASSIC AUTO, INC. 25025 Grand River Ave., Detroit, Mich. 48240 313-537-1422 More on this later.

Dr. Richard Fowler is looking for chrome strip-clips for his 1964 Lincoln. Can anybody help him?

Peter Harris-Mayes needs help in rebuilding the shocks on his L, or a name and address where he can get it done.

Sally Ann Quick has transfered her Lincoln repo. parts business to Tom Powels. Sally says she is shipping past orders to cust., but that all new orders should go to TOM..

Edward Joy would like to see an article listing interchanable parts from new cars to Lincolns. Can anyone help with such an article?

If you have a news item, bought a car sold a car, worked on your Lincoln, or have a question of interest to the members please send it in to the Editor.



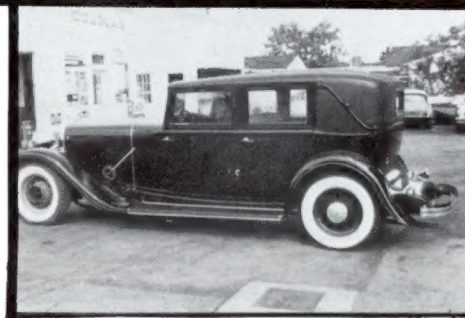
"So much for your opinion. Now I'll give you mine."

COMING EVENTS

The Jersey Cape Region of the Antique Automobile Club of America has asked us to announce the following:

Feb. 13-15, 1976 World's largest indoor automotive flea market in the Atlantic City, N.J. Convention Hall. All makes, models, and years. For information call 609-344-8613, or at night 609-927-8019.

**Mystery
Car**



?

HEAVY TRAFFIC

TRADE

For 1928, have gas cap, horn, headlight doors & lens, airvent door, side vent door, inside door handles & window winders, vacuum tank & right side head. To trade for 1930 running boards, spark plug wire loom covers, right side engine pan, trunk rack, sidemount nuts, complete dash with instrument cluster, windshield wiper motor. Albert H. Kouri 550 South Park Ave Casper, Wyo. 82601 307 265-8396

For 1929-30, will trade one mint restored 1930 hubcap (round center) & one good restorable one for one mint restored 1929 hubcap (hex center) & one good restorable one. Harold Emmons 8 Radnor Circle Grosse Pointe Farms, Mich. 48235 313 881-4761

For 1931, have carburetor with manifold preheater to trade for 1932 unit. Also need 1932 ignition wire tubes. Harry Kaphingst 1260 Tower Drive Newport, Minn. 55055 612 459-1264

FOR SALE

1922 Leland LINCOLN, finest early touring car in the world. Won twice at Hershey. Mint condition, museum quality. \$35,000. Jimmy Filler P.O. Box 10742 Birmingham, Ala. 35202 205 324-2482

1924-25 starter/generator, used \$75.00. H. Shamlian 1617 N. Lawndale Ave. Chicago, Ill. 60647 276-2044

1926, would like to dispose of new parts too numerous to list. William R. Mackay, Lazy E L Ranch Roscoe, Mont. 59071 406 328-3311

1927-28-30, have many, many good parts from three parts cars. SASE to Roger Ritterbeck 1356 West Bath Road Cuyahoga Falls, Ohio 44223 216 928-9717

1929 front splash apron \$50.00, six 650x20 blackwall tires & tubes never used \$30. each, Greyhound, missing bottom threaded portion, otherwise excellent condition \$100.00, four 1929-30 wire wheels \$25. each & two 1930 hubcaps \$20. each. Jim Quinlan 22247 Long Boulevard Dearborn, Mich. 48124 313 562-7261

1922 Owner's Instruction Manual in perfect condition \$100.00, two 1929 wire wheel spanner wrenches \$35. each, two 1929 taillights & support brackets "TRILIN" type, one perfect original \$95.00, one perfect original re-chromed \$115.00, license plate bracket stamped "TRILIN" \$10. I will trade any above parts plus cash for one Lucus "OWLEYE" taillight used on early 30's English cars. Bill Young P.O. Box 1532 Bellevue, Wash. 98009

1926-29, have many parts available, send me a wanted list. No reply means I can not help. Peter Moore The Pavillion, Rectory Lane, Pulborough, Sussex, England

1929-30 chassis parts; front fenders (bent but solid), front bumper, splash aprons & one wheel. No engine, transmission or front axle. Ed Joy 6010 South Freya Spokane, Wash. 99203 509 535-1842

1927 Owner's Instruction Manual, 1929 spare wheel lock with key & a crank hole cover. Will sell or trade. James Sullivan 159 Huntington Drive Hudson, N.C. 28638 704 728-4659

1929 LINCOLN 7 pass sedan, 11,381 miles, all original & closest thing to new. I have owned this car for over 20 years. \$25,000.00 Firm. 1934 LINCOLN 7 pass sedan, all original but needs restoration. Edward Stolarczyk, Sr. 102 Vestal Ave. Binghamton, N.Y. 13903 607 729-2777

1932 KA LINCOLN limousine with partial restoration. 1932 KA LINCOLN victoria coupe, unrestored. Best offer on both cars. Both running. Jim Reali 1901 West Gate Drive Dothan, Ala. 36301 H 205 794-9473 O 794-9910

1932 KA motor parts & 1936 17" wheels with hubcaps. Robert Shuler American Embassy, Honduras APO 09887 N.Y.

1934 parts for sale. James Hyde P.O. Box 432 Jasper, Ga. 30143 404 692-6346

WANTED

1923, want to buy or borrow a gas cap & vanity light lens retainer ring for a 7 pass touring. Mark Gamble 7100 Dalmatia Drive Riverside, Ga. 30273 404 471-4303

1925 headlight wire covers & plug-in devices for single contact drum headlights. For 7 pass touring, the windshield wiper arm, rear seat & brackrest cushions & fittings to secure top to windshield pillars &/or complete top metal parts. Ed Potts 835 Woods Road Southampton, Pa. 18966 215 357-2181

1925 7 pass sedan needs window riser handle, gas tank fuel gauge that screws into left side of tank, any tools

WANTED Cont'd.

right side cover that screws onto end of right spark plug wire tube as wires go into distributor & all orig. type shade rollers & brackets for rear seat area. Steve Lehto 857 Sydnor Dr. Campbell, Calif. 95008 371-5392

1925, one long 90 nipple for brake cross shaft, two longish 90 nipples for shock absorbers, one nipple for rear spring shackle (coarse thread) & 15 dust covers. Front & rear bumpers-rectangular section ones. Arm for left hand side taillight & a three lens lamp. Link to hold radiator cap on, ignition key (Yale #LM 584) one socket for ball & socket joint of shock absorber & one hand nut for wire shroud on firewall. Peter Harris-Mayes Waimarino, Manor Ave. Deal Kent CT14-9PN, England phone 4649

1925, need for a limousine a rear seat mike for intercom system & a radiator shell. Bingham Hart 2377 Randolph Court Lexington, Ky 40503 277-5920

1925-29, want starter, intake & exhaust manifolds, distributor & carburator. State price & condition. Nick Poncelet, East Lake Shore Big Fork, Mont. 59911 982-3215

1929, need replatable radiator shell, one hex hubcap (wire wheel), outside sun visor & brackets for obtuse windshield. Stanley Lempa 4901 North Crescent, Norridge, Ill. 60656 312 456-0334

1929, cover for air cleaner & a cigarette lighter. R.C. Gilbrech Box S Holly Grove, Ark. 72069 501 462-3437

1929, need a gas guage. John Brower 1773 Maple Holt, Mich. 48842 517 699-2746

1929, running board courtesy light, service bulletins (originals), any literature, any NOS parts or accessories. Peter Moore The Pavillion, Rector Lane, Pluborough, Sussex, England

1929, want perfect wire wheel hubcaps to finish 100 pcint restoration. Have perfect wood wheels & hubcaps available. Ted Ongena 2145 South Lapeer Road Lapeer, Mich 48446 313 664-4820

1930, front & rear bumpers, ver for battery, steering wheel & any information on restoration of wood & uph. of a basket case interior. Any literature on a 168A 7 pass sedan. Vincent Oliviero 3605 Apollo Drive Salt Lake City, Utah 84117 801 278-2572

1930, dash light knob, front hood rod slot. I need information on appointments & accessories for the rear seat area of a 7 pass touring. Ridler Page 11 Buell Street Hanover, N.H. 03755 643-2258

1931, need radiator cap, four hubcaps, pair of horns, owner's manual, shop manual & a distributor cap. Sam Mocre II Rt 2, Box 4 Greensburg, Ky. 42743 932-7855

1932 KB, two 18" wire wheels & two KB hubcaps. Robert Shuler American Embassy, Honduras APO-09887 N.Y.,N.Y.

1931, need clock & a 1932 transmission. Lawrence McCune 4332 Parkview Dr Lakewood, Calif. 90712 213 420-1249

1932 KB, trunk rack, greyhound, headlight lens, left horn & some internal engine parts. Rand Middleton 1009 South Linden Normal, Ill. 309 828-4016

1931, left taillight assembly, complete and the four hood latches. C. R. Schutte 14560 Friar Street Van Nuys, Calif. 91411 785-1648

1929, rear bumper bars or complete bumpers, left side wire loom cap that screws on loom next to distributor cap, one hubcap, NOS key blanks for car, two short pipes that go in top of manifolds & connect to exhaust saddle & two copper washers or "O" rings for these pipes. Any help any member's can give me in getting any of these parts will certainly be appreciated as I have been trying to find some of them for over a year. Hubert Franklin 801 Washington Street Chillicothe, Mo. 64601 646-4301

1931, original seat material for closed car. If you have reupholstered a 1931 closed car & still have some original seat upholstery material, please send me a small sample. I would like to patch up a few spots with material to match the rest of the car. Other years may be the same, material has a "basket weave" look. Also want crankhole cover, two escutcheon plates that go behind the door & window crank handles, door lock buttons & grommets that go into wood window trim. (Fits K models up to 39). Gerald Lettieri 132 Old Main Street Rocky Hill, Conn. 06067 203 529-7177

1932 KA, need hubcaps (fit 32-34), drive shaft, gears & torque tube assembly. Have black & white 32 catalog to trade for color. Carl Lueder 1 Thorwald Ave Hampton, N.H. 03842 603 926-6573

1933 KA clock, two hubcaps with red cloisonne emblems & two taillight lenses. Frank Aksamit 404 North Broad-view Wichita, Kansas 67208 316 683-7025

1933 KB, need right hand engine splash pan Jack Hoffman 519 East Walnut Horicon, Wis. 53032 414 485-2202

WANTED Cont'd.

1934, hubcap, grill shell emblem, two front shock arms & trunk for KA or information on size & shape. Cornelius Onderlinde 153 Cupsaw Drive Ringwood, N.J. 07456 201 962-6333

1934, set of radiator shutters, cigarette lighter & 12 lug nuts. Robert Woodard Creek Road Hydeville, Vt. 05250 802 265-3690

1935, left hand taillight with plate bracket in good condition, cylinder heads or complete engine or parts car in Northeast. John Brill, Jr. Hopkins Road Westfield, Maine 01085 413 562-9082 evenings

1936, two headlight rims, two hubcaps, radio & a trunk. Al Fulton 14415 SE 23rd Place Bellevue, Wash. 98007 206 747-5966

1936, radiator shutters, mascot, right & left splash pans, dist. shroud, four hubcaps, gas cap, owners manual (for 1931) & tag light lens. Dominic Sergi 1710 Springdale Rd. Cherry Hill, N.J. 08003 424-1659

1936, trunk rack with brackets, headlight rims, left taillight with license bracket, water pump housing, taillight lenses, taillight mounting brackets, flexible coupling for water pump to generator & clutch plate & horns. D. L. Hodges 14915 Quivira Road Olathe, Kansas 66061 915 764-3144

1936, want a horn button. Robert Abbott Rt #4 Box 150c Jerseyville, Ill. 62052 618-498-2541

1936, owner's manual, dash emblem, right taillight lense, rear seat clock & side cover for sidemount & a set of tools. Robert Meyers 52A Lake Creek Road Rhinelander, Wisc. 54501 362-2557

1937, hubcap, two complete taillights, trunk, tools & pouch & a complete engine. Sheila Knapp R.D. #3 Geneva, Ohio 44041 216 474-4874

1937, sidemount covers, taillights, headlight lenses, running boards for 145" WB, gas cap. Also looking for a 1938-39 coupe & a 1929-32 Lincoln of any body style. A. Tretchel Box 32 Emerson Manitoba, Canada R0A010 204 373-2144

1938, right & left taillight support arms. Robert Allen, Jr. 5201 Carmel Road Charlotte, N.C. 28211 542-3916

1929, want a trunk 34" x 19" (max), windshield wiper arm & blade, speaker parts & misc. small parts for engine room. Stanley Lempa 4901 North Crescent Ave. Norridge, Ill 60656 312 456-0334 evenings

1937-40, want a complete steering box. Jim Elliott 6832 Irving Ave. South Minneapolis, Minn 55423 612 869-0694

REPORT ON CLUB PROJECTS

When this F&B goes to the printer today I'm ordering the "L" shop manual printed and the 1921 Lincoln catalog, so they will be ready soon.

The 1931-35 Lincoln Service Bulletin project is held up because of missing bulletins. They are as follows:
November & December 1931 All the 1933 Bulletins June through December 1934 June through December 1935
I ask any of you who have any or all of these missing bulletins to send them to Sally Ann Quick 9821 Copper Hill Rd. St. Louis, Mo. 63124. You will receive a free set of the 1931-37 Lincoln Body List microfiche cards.

It has been decided to use 1935 as a cut-off point for this set as the 1936 bulletins are all Lincoln Zephyr.

The Service bulletin covers are in the waiting-for-more-orders stage. In addition to the microfiche cards of the 31-38 chassis parts a 1931-37 Body Parts List catalog is available now on 8 microfiche cards for \$5. This list covers all body hardware, top materials, leather & cloth upholstery materials, carpets, window glass, in addition to listing all body types. To recap:

1924-30 SERVICE BULLETINS AVAILABLE NOW \$30.00

1931-35 LINCOLN SERVICE BULLETINS \$25.00

(Anyone ordering the 31-35 Bulletins had the option of buying the 24-30 bulletins for \$25.00)

AUTHENTIC COVER FOR ANY OR ALL SERVICE BULLETINS \$5.00

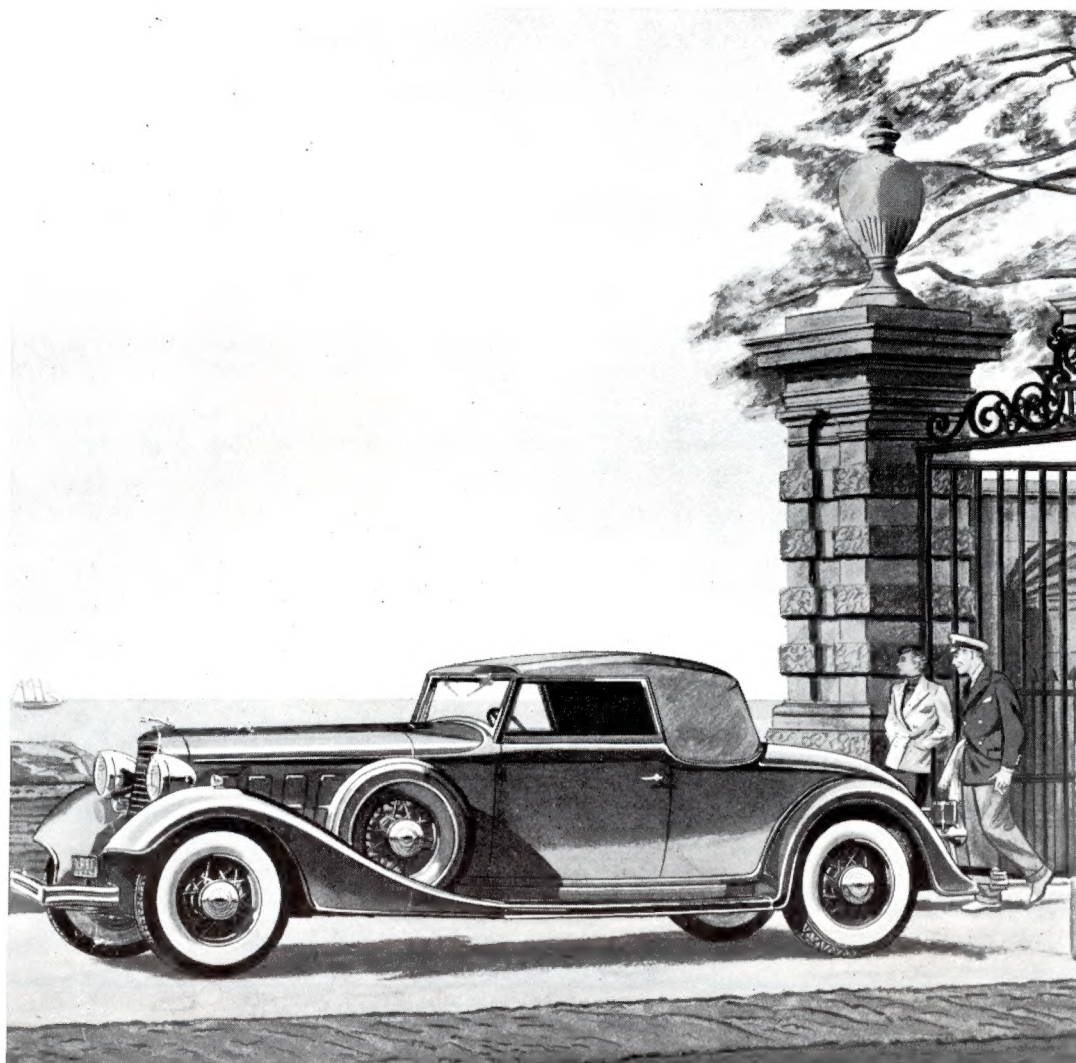
L LINCOLN SHOP MANUAL \$20.00

1921 LINCOLN CATALOG \$5.00

1931-38 CHASSIS PARTS CATALOG on 4 Microfiche cards \$5.00

1931-37 BODY PARTS LIST CATALOG on 8 microfiche cards \$5.

ADS ARE FREE TO MEMBERS. To avoid error please type or print your ad along with your name & address. Mail ads to Joe Hordubay Oldfields School Glencoe, Md. 21152. Club policy limits ads to Lincoln Motor Cars (except Zephyrs & Continentals) up through 1940.



LeBARON CONVERTIBLE ROADSTER

The LINCOLN

A LINCOLN OWNER in California has driven his car well over 150,000 miles, chiefly over mountain and desert. A 1925 Lincoln has traveled 200,000 miles. . . . These are not solitary examples of the Lincoln's endurance. Stauchness, dependability evoke the loyalty of owners everywhere, even though they may never put their cars to supreme tests. . . . From the laying of the frame to the tailoring of upholstery, the Lincoln is soundly and beautifully constructed. And this, so true of Lincolns in the past, is even more characteristic of today's Lincoln. The new V-12 cylinder engine, developing 150 horsepower, Lincoln engineers deem unsurpassed by any they have thus far designed. Air-plane-type bearings, here first used in motor car engines, will withstand excessive temperatures as high as 750 degrees. Other achievements include an improved cooling system, aluminum cylinder heads, and a single-plate clutch, which at a touch fairly animates the car. Two wheelbases—standard and custom-built body types. From \$3200, at Detroit.

1934